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Hongkong Daily Press.

ESTABLISHED 1857

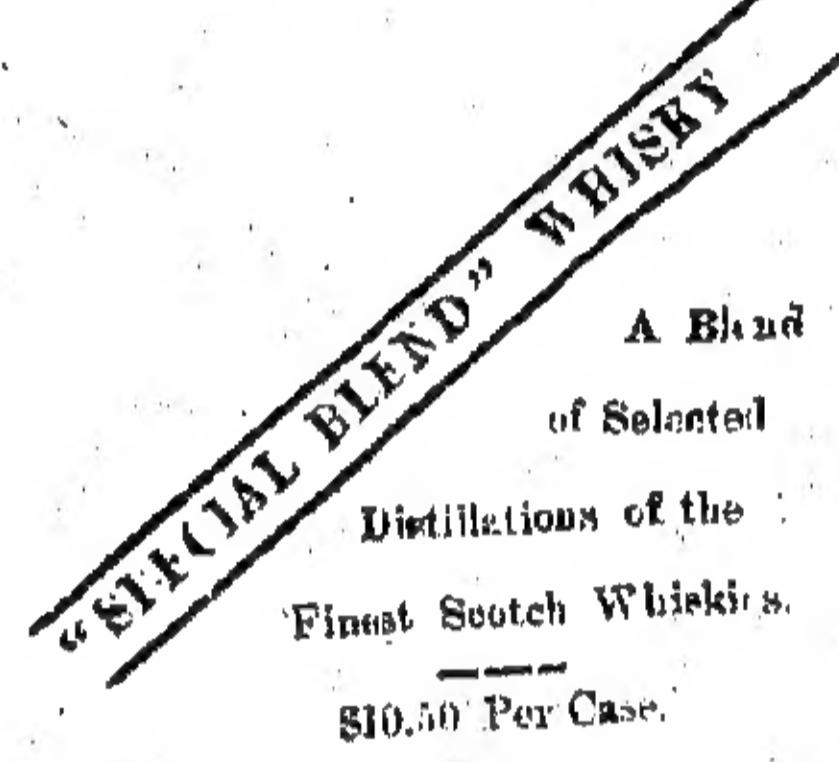
No. 14,818 號八百八十四萬一第 日七初月九年十一月十三日光 HONGKONG, THURSDAY, OCTOBER 5th, 1905. 四拜禮 號五月十年五零九千一萬港香 PRICE, \$8 PER MONTH.


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FOR THE BATH, TOILET AND
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An Elegant Preparation. Delicately Perfumed.
Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
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LIMITED.
THE HONGKONG DISPENSARY.
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A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask or Factory.
In Bags 250 lbs. net \$2.80 per bag or Factory.
SHEWAN, TOME'S & CO.,
General Managers.
Hongkong, 1st October, 1905. 1632

NOTICE.

EO. FENWICK & CO., LTD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
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For further particulars apply to the Company.
Hongkong, 12th July, 1905. 1633

SIENTING,
SURGEON DENTIST,
No. 10, DAGUAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 2174

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. 1636

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NAVY BOILED
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CHAMPAGNE BREWERS AND
SHIPPIERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO
Sole Agents.
Hongkong, 17th May, 1905. 1637

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GRASS LINEN, SHAWLS, HANDKERCHIEFS,
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Any Order Promptly Attended To.
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BOUND VOLUMES of the HONGKONG
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NOT A STIMULANT, BUT A RESTORATIVE NERVO-TONIC FOR ALL
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FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.
ALL CLUB AND HOTEL BARS KEEP IT.

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CHEMISTS AND DRUGGISTS,
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3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
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Stop drinking rank, Smoky Stuff, because "it comes through the SODA."
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.
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HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE,
CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR,
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THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO. LTD., KOBE.
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Hongkong, 16th August, 1905.

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STILL AND SPARKLING; WE HAVE IN STOCK AT THE MOMENT—
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Hongkong, 27th September, 1905. 1637

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S. MINAMI, Manager, Hongkong.

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DRAFTER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

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Hongkong, 27th May, 1905. 1639

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
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Lobster's

P.O. Box 28, Telephone No. 12.
HONGKONG OFFICE: 104, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 5TH, 1905.

The race of prophets is not extinct. It has to-day representatives worthy and unworthy. Of the worthy kind, we must undoubtedly number the Rev. TIMOTHY RICHARD, who has just been telling a *Daily News* interviewer that in the year 1954 China will be "greater than Japan." "Within half a century" was the phrase used by the famous missionary, so that it will be seen we do not misrepresent him. It is usually held that any prophecy is safe unless a date is fixed: and in fixing a period for the fulfilment of his interesting forecast, we fear the Rev. T. RICHARD has erred. The picture of China as a coming Power has been held up to us before. We have grown used to the sight of it. But to hear from such a notable authority that in A.D. 1935 the Chinese will have "learnt all that Europeans can teach them," and that they will then "get rid of" their teachers, as Japan has, is somewhat surprising. The statement that the Chinese will have learnt so much—"all that Europeans can teach them"—in so comparatively short a time implies more diligence and good-will on the part of the learners than we have been accustomed to give them credit for. It is commonly supposed that the feet of the European GAMALIEL have been at the service of the Chinese PAUL for rather more than thirty years already. Indeed, without speaking by the book, we fancy Dr. RICHARD has been casting pearls of wisdom for an equally lengthy term; and we should be sorry to learn that the Chinese have been trying to "get rid" of their teacher. If they have, we feel certain it is not on the ground that they have learned

all that this scholarly member of the English Baptist Missionary Society could teach them. Gentle badinage abandoning, we fear that either the Rev. TIMOTHY RICHARD has been misreported, or that he has, in keeping with his prophetic vein, been seeing visions. He says that the holding together of so pre-eminently numerous a people for over two thousand years "means great powers of organisation." Having often heard from Dr. RICHARD's colleagues that the China of to-day is practically the China of those dim ages past, and believing that powers of organisation imply the faculty of instituting system, we are unable to follow the reverend gentleman's reasoning. This long holding together suggests to us rather great power for what the Americans call "staying put," which, being interpreted, means clinging to the *status quo*, to things as they are. But now, according to the prophet, the Chinese are prepared to modify their laws and customs." To a certain extent we accept this. We take it that such preparedness inspired certain promises; for example, the undertakings of the MACKAY Treaty. Were we disposed to emulate the boldness of the modern prophet, and to fix a date, we fear our temptation would be to name the Greek kalends. Reading further in this testimony in the *Daily News* (the curious will find it reprinted for them in yesterday's *Daily Press*) we seem to recognise an old friend. The "Yellow Peril" people have apparently converted the Rev. TIMOTHY RICHARD, who introduces to us the Yellow Peril as a widespread and well organised Asiatic conspiracy against the White Peril. "The people of Asia are sick of the White Peril. The arrogance of Europeans has become unbearable to them. China feels this more keenly than the other Asiatic nations. The Boxer rising was but an expression of that feeling." Can candour further go? We now learn from a missionary that the Boxer rising was entirely due to the unbearable arrogance of the Europeans against whom it was directed. It was chiefly directed, it may be remembered, at the colleagues and confrères of the reverend deponent. Was it that the Boxers even then had learned all that their teachers had to teach? This combination of Asiatic peoples, though what of that? Dr. RICHARD says it is an Asiatic League, already ten years old. "Statesmen from Siam, India, and Persia, as well as from China, are influenced by the League, and visit Japan solely in connection with its objects. These are to resist the West with its own weapons, but with an Army far superior in numbers." This is distinctly thrilling. It is, moreover, definite. For ten years, just the period that our new Alliance is to run, Japan has been holding meetings of the conspirators who are to apply to the argonan: West the teachings of its own teachers. That Angle-Japan Treaty may stave off the evil day for ten years; but even if it do not, there is a grain of comfort to be found in Dr. RICHARD's own testimony. All Asia is not so firmly knitted together as those mysterious assemblies in Japan would seem to indicate. China herself is the traitor in the camp. Although she feels European arrogance more than the other Asiatics do, we read that "China does not intend to lie at the mercy of Japan. It is a mistake to suppose that Japan is going to do what she likes with China." Much is here implied. There is a suggestion of Japanese arrogance and possible encroachment; and that the arsenals that China is storing, and the troops she is training (with Japanese officers, by-the-way) are not aimed solely to assist in the Asiatic League's grand kick at the White Peril. There is—and this, as Dr. RICHARD knows, is no new thing in China—an *arrière-pensée*, a determination to reserve one cartridge for her friend Japan, if necessary. That sort of thing is sufficient to satisfy most men that the Yellow Peril is not so yellow as it has been painted; and it satisfies us that, as we suggested in opening, the Rev. TIMOTHY RICHARD was, unwise to put dates to his prophecies.

It is fully believed that President Roosevelt will receive the Nobel peace prize next year in recognition of his services in bringing Japan and Russia together and working for peace. The Nobel peace prize committee on the 31st ultimo cabled to President Roosevelt congratulations on his work "for the peace of the world and for humanity."

The following is the programme of music to be performed by the band of the 129th Baluchis on the new Parade Ground on Monday next, the 9th October, from 4.30 to 6 p.m.:—

One of the special correspondents who recently arrived at Tientsin from Sinanping reports that there is a slump in the cattle trade in the latter place, the supply having exceeded the demand. The scarcity of the local butchers in following the war news appears, therefore, to have been over-estimated, the reduction in prices being merely coincident with the declaration of peace. The actual cause was that cattle salesmen have been so active in sending their stock north that prices necessarily dropped.

Ships drawing 12 feet can now get up river to Tientsin with the tide. "If other cuttings are made," says the *China Times*, "further improvement may be looked for. The bar is the obstacle. The best tide experienced during August was 11 ft. 6 ins. As showing the enormous growth of the bar in recent years it may be mentioned that in August 1894 no less than 17 ft. 6 ins. was recorded, and the mean tide of that month was 12 ft. 6 ins. The work that has been done has greatly improved the river, although not very fully recognisable; but the greater the improvement the keener the desire for more. What is now required is that the bar be deepened by at least two feet, and that two more cuttings be made in the river channel."

Seeing that the Japanese Government has been engaged for some years past in the improvement of horse-breeding, the importance of its efforts must have been brought home very closely by the events of the last eighteen months. While it is true, however, that the Japanese cavalry has made a better showing than was generally expected, there is no doubt that, given better remounts, they would be a still more useful branch of the service. The Department of Agriculture and Commerce has recently imported from England thirty-three horses, including sixteen thoroughbreds, ten trotters, one saddle-horse, and six buckneys. They have arrived in excellent condition and have been distributed to the stud farms at Iwate, Miyagi, Fukushima, Aichi, Ishikawa, Shimane, Kanagawa, and other places. Mr. Hirovada, Director of the Stud Farms, by whom these animals were purchased in England, is now making a tour of inspection in Hungary, and will return to Japan in December next.

CANTON.

(FROM OUR CORRESPONDENT.)

2nd October.

PO-WAI-YING.

It is reported that Colonel Yeung Chik Shang has paid \$50,000 to the Sin-Hua-Kuk in part payment of the revenues which it is alleged had been misappropriated by Colonel Yeung from the Po-wai-ying's funds. It will be remembered that a special deputy was instructed some time ago to investigate the matter.

NAVAL MANOEUVRES.

I mentioned in previous letter that Chau Sin Pui and Li Cham Yeung, Tao-tai, president and vice-president of the Cheong-Ping-Hok-Tong of Canton, had received instructions from Viceroy Shum to proceed north to review the Grand Naval Manoeuvres of the Poi-Yang squadron in the 10th Moon. Viceroy Shum has now received a telegram saying that the Naval Manoeuvres have been postponed to an indefinite date. The belief is held in official circles that the postponement is due to the recent dusty bomb outrage in Peking. The officials up north are probably afraid that evil-doers will avail themselves of the opportunity that a big gathering always affords, to commit another outrage.

EXECUTION.

Wu A-Ping, a pirate chief who was recently captured by the local braves, ended his mischievous career on the Potter's ground yesterday.

HOPPO'S TREASURE IN TROUBLE.

Since Viceroy Shum has taken over the duties of superintendent of the native customs (Hoppo) he has been pressing the last official who held that post here to settle all the accounts and hand over to him all the records and documents connected with the yamen's business. I referred some time ago to a deficit discovered when the post was abolished. It is reported now that a further deficit of over a million taels has been discovered in the treasury accounts, thus making an aggregate deficit of nearly two million taels.

A KIDNAPPING CASE.

A woman named Li-Li-chi kidnapped a boy named Leong A-wah in Winchow and took the lad to Canton to sell. While walking along the Sha-ki-tai-ki street, close by the offices of the Imperial Maritime Customs, the couple unexpectedly met the lad's father, Leong Ah-kiing. The latter, recognising his son, immediately gave the alarm. A big crowd assembled and completely surrounded the trio pending explanations. The shanmen Guard turned out and, after exchanging a few words with the lucky father, arrested the woman, who was immediately taken to the Nan-hoi magistracy, followed by the father and son.

THE RICE CROP.

The second crop promises to be a good one, rain having been plentiful. The fields are now in good condition. The seventh and eighth moons have had their average rainfall and as the Chinese farmer holds that, rain in the seventh moon is golden and that in the eighth silver, the "joss" is good.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 4th at 11.40 a.m. The barometer has risen over Japan, and fallen over the Philippines and the coast of China.

The area of high pressure lies now over E. Japan and pressure remains relatively low over the Pacific to the S.E. of Formosa.

Gradients are moderate, and fresh to strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate N.E. winds; fair.

TELEGRAMS.

"DAILY PRESS" SERVICE.

JAPANESE ENVOYS.

RETURNING.

LONDON, 4th October.

Byron Komura and M. Sato left Vancouver for Japan by the s.s. Empress of India.

AUSTRALIA AND JAPAN.

THE EXCLUSION TREATY.

LONDON, 4th October.

The Japanese Government are unwilling to agree to the terms of the Exclusion Treaty, but are willing to limit the number of immigrants to Australia.

NEW KANSAS RAILWAY.

LONDON, 4th October.

British capitalists have advanced a loan of £1,000,000 for the new Kansas railway.

The loan is issued at ninety-two, at four and a half per cent.

[REUTER'S SERVICE.]

SEVERE STORM IN THE GULF OF MEXICO.

LONDON, 2nd October.

A terrific storm in the Gulf of Mexico has devastated the cotton crops over a large area.

THE SUEZ CANAL.

LONDON, 2nd October.

Thirty ships detained at Suez have sent on their mails to Port Said by a tug boat.

THE UNITED STATES.

LONDON, 2nd October.

President Roosevelt has returned to Washington, his first visit to the Capital since peace was declared. He was greeted by 100,000, a demonstration unequalled since President Lincoln's time.

MEDICAL CONGRESS.

LONDON, 2nd October.

President Loubet has opened a most important Congress, for an enquiry into Tuberculosis, in Paris.

JAPANESE LAND TAX IN KWANTUNG.

LONDON, 2nd October.

Marshal Oyama, Commander-in-Chief of the Japanese Army in Manchuria, has issued the following order regarding the imposition of a land-tax in the province of Kwantung:—

"It is hereby notified that a land tax will be imposed. In collecting the tax, the old usage in the province will be taken into account, and the collection of the tax will be commenced with the amount due for the present fiscal year. The procedure of collecting the tax will be determined by the Director of the Civil Administrative Bureau."

Kwantung comprises the territory in Manchuria leased by Russia and now ceded to Japan.

THE TROOPING SEASON.

The following is the itinerary of the s.s. *Duquesne*, which is to carry out the reliefs between England and the Far East in the coming trooping season. The trooping ship will leave Southampton on 4th November, with artillery and infantry drafts for Egypt, Ceylon, Straits Settlements, and Hongkong. The drafts include gunners for Singapore and Hongkong, and drafts for the Notts and Derby Regiment, and the Queen's Own Regt. West Kent Regiment, at the same station. The "Rock" will be reached on the 9th following, Malta on the 13th, Port Said on the 17th, Colombo on the 30th, Singapore on 7th December, and the outward half of the run will be finished at Victoria seven days later. From the 13th to 22nd the *Duquesne* will be at Hongkong. On the latter date she will begin the homeward run, and will call as follows for time-expired men and invalids, Singapore, 27th December; Colombo, 3rd January, 1906, where she will embark No. 92 Company R. G. A. for Home; Port Said, 16th; Malta, 20th; Gibraltar, 24th; and on the 29th she is due to arrive in Southampton Water, on completion of a voyage of nearly 20,000 miles.

COTTON-GROWING EXPERIMENTS.

There are two countries under the British flag in which the attempts to grow cotton have proved failures. In the Federated Malay States, says the *Financial Times*, the Egyptian variety planted some eighteen months ago has bloomed and fruited more or less continuously for about nine months, but the crop has been a failure and much of it was lost, as it could only be gathered during an occasional spell of dry weather. Some 22 varieties of Sea Island cotton were also tried, but they were also seriously attacked by the cotton bollworm, and the superintendant of the experimental plantations is confirmed in his view that, while good samples can occasionally be obtained, the conditions in the Federated Malay States are not favourable for cotton cultivation on account of the attacks of the bollworm. In Gambia the outlook for cotton growing is equally poor, and the attempt of the Government and of the British Cotton Growing Association to foster the industry has resulted in a substantial loss. The soil, which is sandy, is not favourable for the purpose, while in addition the natives take little or no interest in the matter, and such cotton as they do grow they prefer to keep for making native clothes rather than to sell it at a price which would enable it to be exported. As a result although a great quantity of seed was distributed gratis, the crop was a total failure.

Gradients are moderate, and fresh to strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate N.E. winds; fair.

SUPREME COURT.

Wednesday, 4th October.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUSINE JUDGE).

A QUESTION OF PARTNERSHIP.

Wong Chik Yu-Tong alias Wong Ching Shi claimed from Leong Tsoong and Leung Hon Ching, partners in the Kung Sun firm of No. 10 Wilmer Street, and lately carrying on business at No. 62 Bonham Strand, the sum of \$1,000, being principal of a sum of \$1,177.06 due by the defendants to the plaintiff for balance of money lent by the plaintiff to the Kung Sun firm on the 27th January, 1903.

The plaintiff agreed to waive the sum of \$177.06, being the excess of the said loan and interest over the sum of \$1,000, in order to bring the action within summary jurisdiction.

Mr. R. A. Harding appeared for the plaintiff, and Mr. H. G. Calthrop, instructed by Mr. H. Harthausen (of the Crown Solicitor's office), represented the defendants.

Mr. Harding stated that the plaintiff was a widow residing at No. 23 Upper Lascar Row and the sole proprietress of the business of the Fuk Shing Wo. The defendants carried on a business at the same address as the business of the Fuk Shing Wo, and were sued as partners of the Kung Sun firm. The claim was in respect of a loan of \$2,000 which had been made by the plaintiff to the Kung Sun firm on the 27th January, 1903. The defendants paid back \$1,000 on the 5th April of last year, leaving a balance due of \$1,000 with interest. The plaintiff decided to forego the interest to bring the claim within summary jurisdiction.

His Lordship—Was the plaintiff the sole proprietor of the Fuk Shing Wo at the time of this loan?

Mr. Harding—Yes, my Lord.

Continuing, Mr. Harding said the Kung Sun firm removed to their present address some seven or eight years ago, and with the Fuk Shing Wo firm kept the lower part of the said premises. The manager and employees of the Fuk Shing Wo firm had to pass through the office of the Kung Sun firm before they could get into the street, consequently they had ample opportunity of seeing how the business of the latter firm was being carried on, and who were the partners. The employees of the two firms had their meals together, and the plaintiff firm paid so much to the defendant firm for these meals. The manager of the Fuk Shing Wo firm would tell his Lordship that he had many conversations with the partners of the Kung Sun firm, and consequently learned who were members of the defendant firm. Since 1901 the plaintiff had advanced several sums of money to the defendant firm, the total sum advanced being \$22,000, made up of amounts varying from \$2,000 to \$4,000 advanced at a time. These loans—eight in all—had been repaid shortly after the present loan had been made. About this time the Fuk Shing Wo firm removed to another address. The last

A CHINESE GIRL'S SUICIDE.
VICTIM OF MELANCHOLIA.

Sitting at the Magistracy yesterday afternoon with the following jury Messrs. Isidor Silberman, Sidney Douglas, Pickard and Hans Schaefer—F. A. Hazelund conducted an inquiry into the circumstances of the death of a Chinese girl named Lai Kam Yuk, an inmate of the Victoria Orphanage, who committed suicide by hanging herself with a rope from the banisters of the staircase on September 23rd.

The first witness, Miss George, matron of the Victoria Home and Orphanage, Kowloon, which was in connection with the Church Missionary Society, stated that Lai Kam Yuk was admitted in June two years ago, being received from the Registrar General. About 5.45 on the morning of the 23rd ult. she was called by a girl with her and Miss Hollis. Witness went to the girls' dormitory, and saw she was not in her bed. The girl directed her down the back staircase, where they found Kam Yuk hanging from the banister by a rope which was fastened round her neck. She was quite dead. They sent for the police at once. Deceased seemed to be of very melancholy disposition and was jealous of any attention paid to any other girl. Otherwise she was a very good girl. The girl who was never strong, suffered a good deal lately from malaria fever, and had been attended by a doctor. She told one girl that she wanted to die.

Miss Laura Hollis, assistant matron, spoke to being called by the first witness, and rushing into the dormitory found Kam Yuk hanging from the banister of the staircase by a rope.

Dr. W. B. Moore, medical officer in charge of the Kowloon mortuary, said he examined the body of deceased, who was about 18 years of age. The cause of death was asphyxia.

His Worship thought the jury would have no difficulty in finding that the deceased took her life whilst of unsound mind.

The jury returned a verdict in these terms.

HONGKONG HOTEL SENSATION.

A VISITOR'S DELUSIONS.

A small "sensation" was caused at the Hongkong Hotel on Tuesday afternoon when one of the gentleman visitors developed eccentricities which culminated in the firing of a revolver. It appears that the visitor entertained the idea that the boys had designs either on himself or his property, and it is said he pointed a revolver at everyone who showed his face at the door. Once he fired, fortunately without hitting anybody. By this time the police had been summoned by telephone, and a detective took the dangerous individual in charge. On being conveyed to the Police Station it was seen that he was in a very weak state and he was removed to the Hospital, where the doctor certified that he was suffering from "dysmania." When his condition permits, he may be brought before a magistrate to answer a charge of recklessly using firearms.

FOOTBALL.

The first of the six-side competitions in connection with the Hongkong Football Club, were played at Happy Valley yesterday afternoon. The light was very bad, the ground was slippery, and twice play was interrupted by sudden showers of rain. Notwithstanding these inconveniences the players showed up well. The match between the teams of Gray and Bateman was a draw, neither team scoring when time was called. In the next match Chard's team was less fortunate, being defeated by the men whom Macpherson captained by four goals to one.

FOREIGNERS IN CHINESE DRESS.

In a leading article, the *Tientsin Times* refers to "the extreme undesirability of foreigners or naturalized Chinese posing as Chinese." Our contemporary says:—That Chinese dress is of great assistance to missionaries in the far interior besides being cheaper and more convenient, has been well proved, though there are missionaries in all parts of China who get on very well in their own national costume. But in adopting the dress for utilitarian purposes the line should, we think, be drawn at the queue, as not only is a peculiar significance attached to this head-dress which is absolutely at variance with the missionaries' life and policy, but it lends colour to the argument of possible mistakes in case of trouble. With short hair the subject would be safe from identification with Chinese. In a few years time the queue will perhaps be disappearing, when some other distinction can be devised, but for the present, it would serve, and British subjects whether missionary or otherwise have no right, to our thinking, to wear the badge of slavery and allegiance to the Chinese Throne when they are under the protection of, and in time of trouble turn to the protection of their own Government. We know that in the case of missionaries the queue is regarded simply as a detail of the whole dress, and is done to avoid conspicuousness; but times are changing in China and so long as the Chinese officials remain as ignorant as they are at present it seems desirable, to as far as possible, limit the channels through which complications may arise by every means in our power. Foreigners of all nationalities and conspicuously Japanese, are beginning to throng into the interior, all wearing the national dress, and all speaking the language with more or less fluency, yet all able, at a moment's notice to renounce their responsibility to any Chinese official and claim the protection of their own authorities. Many of these men are of unscrupulous character and are not in the interior for any worthy object, and it is no longer a matter of only the missionary traveller, so we should not be surprised to find the missionaries themselves viewing the situation somewhat in the light that we have done, and arriving at the decision that a distinctive mark of some kind is due both to the Chinese and to themselves.

PARIS.

[FROM OUR CORRESPONDENT.]

1st September.

BOUQUEREAU.

The regrettable death of M. William Bouquerneau at the age of 80, prolongs the period of mourning of the French Art world. Only a few weeks ago, M. Henner was laid to rest, scarcely has the late M. Henner's funeral been over than the loss of another one of France's most notable figures is recorded. The veteran in harness, being at his easel to the last. Though M. Bouquerneau has passed away, he has left behind him a splendid record of sixteen years' work, during which he enriched the art treasures of his own and other countries by more than one notable canvas. His work was strictly speaking a strange mixture of the sacred and the profane. "Nymphs and Satyrs," "The Infant Jesus and St. John the Baptist," "The Birth of Venus," and "The Adoration of the Shepherds" all found a place in his much frequented studio, while he was equally successful in those varied subjects, Angels and Cupids were all the same to him, and so long as they could be made beautiful it was his delight to portray them. Strange to say he had little liking for things of the present, modern art was not his forte, and being wise he was faithful to the style of art in which he excelled. He, like his contemporary Henner, used to be frequently reproached for the coldness of his compositions; the more they were urged to put more life into their pictures, the less they heeded the advice. The late M. Bouquerneau had his ideal and manner; although everything around him might suffer change and modification his angels and cupids, his nymphs and saints remained eternally the same harmonious, pleasing, beautiful in every sense of the word. Nor had he any reason to regret his adherence to the ideal which he had created, for it brought him fortune, fame and honour. His reputation as a painter was as firmly established at home as it was abroad. Fewer persons passed away more quietly than did the veteran artist; he died like a labourer who had completed his life's task. Knowing that the end was near, the old painter—who died from heart disease—gathered his family round his bedside, called in a notary, when he made his last will and testament. That document sent for a priest, and after taking farewell of his loved ones, quietly passed away in silence to rest.

THE ANGLO-JAPANESE TREATY.

France attacks the greatest importance to the renewed treaty between Japan and Great Britain, and feels convinced in advance that such a significant agreement will have the widest effect in the politics of the world within the near future. The new treaty, which is wider in scope as well as more binding than that of 1902, particularly refers to India, where, in case Great Britain is obliged to mass troops in case of war, Japan agrees to send an equal number of soldiers to England's assistance, the expenses to be borne by Great Britain. Russia had better be careful after that.

MUNICIPAL LABORATORY.

The fully equipped Municipal laboratory in Paris for the use of ratepayers does not seem to enjoy the same confidence of the public which it did some years ago. It is all well that although there is as much fraud in cornstarches practised in this capital as anywhere else, the laboratory in question might as well not exist.

It was formerly established for the unique purpose of helping Parisians and the inhabitants of the Department of the Seine—of which Paris is the capital—to determine what they should eat and drink, as well as what they should avoid. Any of the ratepayers is at liberty to bring a sample of food or drink, and have it analysed free of charge and without any formality. If a written analysis is not sufficient, verbal explanations are added. Parisians are, perhaps, not fully aware how useful the said institution on continue to be. By not practising justice to the laboratory constructed by the Municipal Council. Why was not rendering justice to the laboratory constructed by the Municipal Council. Why was it created? The money could have been used for other purposes.

CHINESE DESERTERS FROM THE RAND MINES.

Johannesburg, Aug. 28.—A fresh crime—the third with in a few days—has been committed by Chinese deserters from the mines. This time it has resulted in the death of a Chinese trader whose store was raided near Krugersdorp.

The exploits of these marauding Chinamen are undoubtedly a serious development. energetic steps are being taken to arrest the offenders and to prevent a repetition of the crime. Owing to the distances already covered by these bands the joint efforts of the police and constabulary have not yet succeeded in overtaking all. The Government and the mines however, may be trusted to cope with the matter in a practical manner.—Times.

JAPAN'S DOMESTIC BONDS.

Foreigners are reported to hold one quarter of the domestic bonds issued by the Japanese Government during the war. According to the *Japan*, out of a total issue of 45,000,000 yen foreigners now own 120,000,000 yen, largely purchases having been made since the great naval battle. Foreigners subscribed largely to the late issues, and with the subsequent fall of the rates referred to now hold more than half of the fourth and fifth issues. The *Japan* states that foreigners subscribed to or now hold 50,000,000 yen of the fourth issue and 70,000,000 yen of the fifth issue, or 50 per cent, of the two loans.

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THE RUSSIAN "MAGNA CARTA."

AFFRAY AT SINGAPORE WHARVES.

FRENCHMEN AND CHINESE.

Following is a translation of the text of the Year's manifesto:

The Empire of Russia is formed and strengthened by the indestructible solidarity of the Emperor with the people and of the people with the Emperor. This concord of Emperor and people is the great moral force which has created Russia in the course of centuries by uniting, in the present time, a pledge of unity, independence, integrity, material well-being and intellectual development.

"In our manifesto of February 24th, 1903, we called to a close understanding all the faithful sons of the fatherland in order to promote the organisation of the State by establishing on a firm basis the domestic life of the Empire, and then we devoted ourselves to the task of ordaining elective public institutions with governmental authorities and of removing the disagreements existing between them which had reacted so disastrously on the normal course of our national life.

"The autocratic Emperors, our ancestors, constantly had that object in view, and the time has come to follow out their good intentions and to summon elected representatives from the whole of Russia to take constant and active part in the elaboration of the laws, thereby attaching to the higher State institutions a special consultative body entrusted with the preliminary elaboration and discussion of measures and with the examination of the State Budget.

"It is for this reason that, while preserving the fundamental law regarding the autocratic power, we have deemed it well to form a Gouvernment Duma, lower house of the Assembly and to approve the regulations for elections to this Duma, extending the validity of these laws to the whole territory of the Empire, with such exceptions only as may be considered necessary in the case of some regions in which special conditions obtain.

"As regards the participation in the labours of the Gouvernment Duma, of delegates from the Grand Duchy of Finland on questions concerning the Empire in general and the Grand Duchy in particular we will take special measures.

"At the same time we have ordered the Minister of the Interior to submit immediately to the Duma, so that deputies from city government and from the military province of the Duma may be able to assemble not later than the middle of January, 1906.

"We reserve to ourselves entirely the care of perfecting the organisation of the Gouvernment Duma, and when the course of events shall have shown the necessity for changes corresponding completely to the needs of the times and the welfare of the Empire, we shall not fail to give at the proper moment the necessary directions.

"We are convinced that those who shall have been elected by the confidence of the whole people and who will thus be called upon to participate in the legislative work of the Government will show themselves in the eyes of all Russia to be worthy of the Imperial trust in the virtue of which they have been invited to co-operate in this great work, and that in perfect harmony with other institutions and authorities of the State established by us, that will contribute profitably and zealously to our labours for the well-being of our common mother, Russia, and for the strengthening of the unity, the equality and the greatness of the Empire, as well as for the tranquillity and prosperity of the people.

"In invoking the blessing of the Lord on the labours of the institutions established by us, and with unshakable confidence in the grace of God and in the infallibility of the great historical destiny reserved by divine Providence for our beloved fatherland, we firmly hope that, with the help of God Almighty and with the combined efforts of all her sons, Russia will emerge triumphant from the trying ordeal through which she is now passing and will be born again in the strength, the greatness and the glory of her history extending through 1,000 years.

"Given at Peterhof, this 16th day of August, in the year of grace 1905, and the eleventh year of our reign.

THE OPENING OF MANCHURIA.

Now that peace is assured, as every one hopes it is, the attention of the Chinese Government is centred in Manchuria, so much so that the Empress Dowager had recently to remind the Wu Wu Pu that there is such a place as Kwantung. The various viceroys and governors all over the country have been consulted, and the unanimous opinion is in favour of creating Chio-Erl-Hsun Viceroy of the Three Eastern Provinces, and appointing governors, if necessary to help him. We are pleased to note that there is also a fixed idea to open up various trading centres to all nations, which is one of the best guarantees for the future that China can have. A one power influence is as undesirable now as formerly, and China has had examples of how it does not work. In opening up Manchuria she will be creating an interest in that vicinal no man's land of the north, which will be a far more powerful protection than the idea of her ancestral home has been. An Edict was made with a satisfaction just been issued (September 15th) in connection with the development of the country which states:—

We have been memorialized by the Board of Commissioners requesting that orders be given to those concerned to take measures for the encouragement of trade in the Three Eastern Provinces (Manchuria). The territory of the Three Eastern Provinces is vast, and its resources are abundant but have not been developed. Earnest steps must be taken to

define some places to be opened up to trade, in centres for the development of trade, in the hope of enjoying the advantage equally with all the Treaty Powers. The local officials are ordered to adopt steps for the institution of substantial enterprises. Let the Wu Wu Pu, the Board of Commerce, together with Yuan Shih Kai, the Minister of Northern Trade, and Chio Erl-Hsun, the Tatar-General of Shensieng, daily consider what steps should be taken, and have

regulations drawn up for our approval.

This is a good beginning, but there will be possible with regard to this territory. Whatever she may choose to do in the case of the rest of the empire, there should be no sentiment against foreign partnership and capital in the case of Manchuria. The Eastern Provinces have been

virtually lost to her for several years now, and the late treaty of peace only restores them in a nominal sense. Unless she invites the money and the enterprise of all the Powers to develop

the country, and gives them a free hand in the working of mines and starting of the various industries which the place is said to be suitable for, the virtual proprietorship of Manchuria will still be extraneous to her, and it will be

only a question of time before more or less of the policy of the past is repeated.—Tientsin Times.

A STABBING AFFRAY, WHICH BUT FOR PROMPT POLICE ACTIVITY MIGHT HAVE BEEN ATTENDED WITH VERY GRAVE AND FATAL RESULTS, CREATED A GREAT SENSATION ON AT TANJONG PAGAR DOCKS ON SEPT. 26.

As a consequence, two of the wharf carrying coolies are in hospital, one with serious knife wounds, and the other with lesser injuries. The *Telegraph* Martime intermediate steamer, the *Loew*, was being loaded with cargo at the Borneo Wharf, and a gang of coolies were working at the task. The trouble appears to have arisen through some of the *Loew* sailors ordering the Chinamen to cease from loading one kind of cargo and help in getting rice on to the boat. This produced friction, the coolies refusing to comply. In the next minute a quarrel was in progress, and several of the crew of the steamer leaped on the wharf side. Knives were brought into operation by some of them, and they began slitting their way through the Chinamen, who naturally retaliated with whatever they could put their hands upon. Inspector Hart, and Sergeants Leonard and Dowling, had, however, received information of the fight and promptly arrested two of the participants, when masters were beginning to look very ugly indeed.

Two coolies who had been injured in the rowing at this time had been assisted clear of the throng which quickly gathered in the vicinity of the quarrel. One had been stabbed between the shoulder blade and spine and was bleeding profusely down, and another had been hurt in the chest. They were immediately conveyed to the hospital and treated, but one in a rather serious condition. Five Chinamen were arrested for being concerned in the attack upon the Chinaman and escaped to the institution, where two of them were identified by the injured men Louis Bollas and Joseph Antonin. They were detained at Scipy Lines Police Station, and this morning taken to the Police Court.

Louis Bollas, a seaman on board the *Loew*, was arraigned on a charge of causing hurt to one Tan Yip by stabbing him in the back at Borneo Wharf on the evening of the 25th inst. Prisoner pleaded guilty, but stated that he inflicted the injury in self-defence and asked to be allowed to show the Court the injuries he had received. He was put in the box and stripped and it was found that he had several contusions on the chest and back.

Inspector Hart said that the injured Chinaman is in a serious condition in the General Hospital and asked for a week's postponement. He objected to bail. Postponement granted.

Joseph Antonin, another seaman of the same vessel was charged with causing hurt to one Linh Tah at the Borneo Wharf by stabbing him in the chest. The accused put in a similar plea of having done it in self-defence and stated that he was beaten by the Chinaman on the head. This not being a serious case bail was allowed and the case postponed for a week.—*Scipy Lines Police Station*.

A PARIS ACTRESS, GAMBLING, AND SPECULATION.

Per cent. Quotation.

Consols	2	90
Indian Stock	3	97
London Municipal Bonds	3	107
Canadian Securities	4	104
Central London Railway	4	111
L. & N. W. R. Railway	3	100
Calcutta Pier	4	118
Great Western Pier	4	118
Midland Pier	2	76

Judging from these quotations, the *Japan Chronicle* thinks that it would not be difficult for the leading Japanese railway companies to issue debentures in London at a lower interest than 5 per cent.

We think, however, that for the present this is doubtful. Japanese companies may in the future be able to secure cheaper money, but their efforts in the past, and even since the Mortgage Law went into effect, have only been moderately successful, as is proved by the negotiations for foreign loans of the Kyushu Railway and Hokkaido Colliery and Railway Company. It must be borne in mind, however, that the present situation of Japan in the estimation of the world alters the whole position. Whatever difficulty public companies in this country may have had in obtaining foreign loans at cheap rates before or during the war, now that Japan's prestige is established, and as soon as she shows a willingness to encourage foreign investment by removing the prohibition on land ownership, it is probable that capitalists will be ready and willing to invest at less than 5 per cent. Very much depends upon Japan herself and the attitude adopted towards foreigners and foreign capital. Despite the changes made by the Mortgage Law, we still believe that it will be difficult for Japanese undertakings to obtain the cheap capital until the prohibition against the ownership of land by foreigners is removed. Land is the substantial security, and so long as this security cannot be offered foreign capitalists are likely to look with considerable misgiving upon investments in Japan apart from Government securities. As we have pointed out on many occasions, it is not foreigners who will be developed by a change of the law in this respect, so much as Japanese, for without this concession the cheap capital required cannot be obtained.—*Japan Chronicle*.

CANNING INDUSTRY IN JAPAN.

The *Japan Chronicle* says:—Evidently canning is one of the Japanese industries which have received an impetus by the war. The canning of beef and fish, principally salmon, has been briskly carried on for the supplies of the troops at the front while the campaign was at its height. The consequence has been that the price of beef has greatly risen, and, as the available supply of Hukkaido salmon having been exhausted, canned salmon to the value of Yen 10,000,000 on arrival in Japan in November, Yen 100,000. Takeuchi himself had spent, or lost in speculation and gambling, no less than Yen 27,512. He succeeded in concealing his debts to the Navy Department, but failed in making false reports to the Navy Department, and was forced to leave Japan.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are no order for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 6th St. Liebig's.

P.O. Box 33. Telephone No 12

NEW ADVERTISEMENTS

EOTHEM MARK LODGE, NO. 264

A REGULAR MEETING of the EOTHEM MARK LODGE will be held at the FREEMASONS' HALL on TUESDAY, the 10th October, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 5th October, 1905. [2277]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Charge at Through Bases to TAWAO, LAHADDATU, LABUAN, JOLO, ZAMBOANGA, MENUDO, SIMPONA, USUKAN and SELTON.

THE Company's Steamship

"BORNEO."

Captain F. Sembil will leave for the above ports TO-MORROW, the 6th October.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO., Agents.

Hongkong, 5th October, 1905. [2278]

NIPPON YUSEN KAISHA

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE BUCKNALL LINE Steamship

"BANTU."

Captain Wooster, will be despatched for the above ports on TUESDAY, the 10th inst., at NOON.

For Freight apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 5th October, 1905. [2279]

JAVIA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Lijn Steamship

"TJIMAH."

Captain Brouwers, having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims for damage must be sent in before the 14th inst., or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undernamed.

The steamer will be despatched for Batavia, Charbon, Samarung, Sonoraya and Maccassar on the 7th inst.

Head Avenue of the JAVIA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor, Hongkong, 4th October, 1905. [2276]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KINTUCK."

We have this day established ourselves as GENERAL IMPORTERS, EXPORTERS and COMMISSION MERCHANTS, under the Name and Style of H. CRUZ & CO. Nos. 12 and 14 Queen's Road Central.

H. CRUZ & CO.

Hongkong, 3rd October, 1905. [2264]

INTIMATIONS.

J. WATT JAMESON & CO.,
MARINE
SALVAGE
ENGINEERS.

THIS COMPANY POSSESSES THE
MOST POWERFUL & EFFICIENT
SALVAGE MACHINERY.
CONTRACTS UNDERTAKEN.
TELEGRAPHIC INSTRUCTIONS ACTED UPON
IMMEDIATELY.

The Company has the powerful steamer
of Birmingham (287 Tons, 750 I.H.P.)
specially equipped with necessary Gear for
Salvage purposes, always ready at Short Notice.

Telegraphic Address: "SALVAGE HONGKONG" HOTEL MANSIONS.

A.B.C. 4th Edition, & 4th Floor

A.I. Codes.

Agents for Messrs. SIEBE, GOFFMAN & CO.

Submarine & Divers, Makers of all classes
of Diving Gear, London.

Hongkong, 3rd October, 1905. [2265]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of
GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE and MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905. [2162]

SANITARY BOARD OFFICE.

Hongkong.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY
GENERAL MEETING of SHAREHOLDERS will be held at the Office of the
undersigned at 12 o'clock (NOON) on FRIDAY,

the 29th October.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th

proximo, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Canton Insurance Office, Limited.

Hongkong, 27th September, 1905. [2231]

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELLE

THE Undersigned, having been appointed
AGENTS for the above Company are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [181]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1904.

217,161,299.

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th June, 1905. [1567]

NOTICE OF FIRMS

SINGER SEWING MACHINE CO.

M. R. A. E. PARKER has been appointed
Manager of our Hongkong and
Southern China Branches from 1st October,
1905.

Hongkong, 4th October, 1905. [2271]

NOTICE.

WE have this day established ourselves as
GENERAL IMPORTERS, EXPORTERS and COMMISSION
MERCHANTS, under the Name and Style of
H. CRUZ & CO. Nos. 12 and 14 Queen's
Road Central.

H. CRUZ & CO.

Hongkong, 3rd October, 1905. [2264]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-DAY (THURSDAY),
the 5th OCTOBER, 1905, at 2.30 P.M., at their
SALES ROOMS, No. 8, Des Voeux Road
(Corner of Ice House Street).

SUNDRY HOUSEHOLD FURNITURE:
Comprising:-TEAKWOOD WARDROBES WITH
BEVELLED GLASS, MARBLETOP
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Hongkong, 4th October, 1905. [2274]

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27, CAINE ROAD.
Hongkong, 20th September, 1905. [2165]

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Hongkong, 27th June, 1905. [1535]

BOARD AND RESIDENCE.

M. R. S. GILLIANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September, 1905. [2165]

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Hongkong, 23rd September, 1905. 12955

JAPAN'S RELATIONS WITH
AMERICA.

PROPOSED ECONOMIC ALLIANCE.

Baron Kaneko, ex-Minister of Agriculture in the Cabinet of Marquis Ito, concerning whose mission to the United States there has been much conjecture, said to an interviewer on August 30 that his business in America was purely of an economic nature.

He said:—"In the year and a quarter that I have been in this country, I have been studying constantly. My sojourn in Europe proved to me that the European markets were filled with their own produce, and I saw here that if the front door of the American market was closed the back door was open to Asia. In the course of my investigations I have talked with all kinds of people and have learned a great deal about what I believe to be the glorious future that lies before the United States in the Far East.

"America is our nearest neighbour. In her our hope is bound up and since our country was opened up by America in 1854 we have ever maintained cordial relations and been the sincerest friends. To me the United States has always seemed a second home, and if I can bring about the economic alliance that I am now free to talk about, I shall feel, on account of the good that will accrue to this country from such an alliance, that I have paid a part of my debt of gratitude.

"Probably within a few weeks I shall go back home and shall tell my people the results of my study. I shall tell them that the United States is a country without a thought of territorial aggrandizement; that the American people will defend the rights of other nations as they will defend their own, because they love individual right and individual liberty. I will tell my people that the way to open Asia, securely and peacefully, is through the introduction of American civilization.

"And I shall do more than that if I am allowed to do it. I am ready to serve as a loyal subject of Japan and as a sincere friend of America in bringing about an economic alliance—not a treaty signed on parchment, but imprinted in the hearts and the minds of the people of Japan and the United States. That is my ambition. To achieve it I came here on my self-appointed mission, and I trust that my efforts will be crowned with success."

ENGLAND'S DEPREDATED
VOLUNTEERS.

Volunteer regiments are showing a good deal of insubordination, and nobody can feel surprised. To me much is in interpreting the new order with respect to medical examination, and too unsatisfactory a wish on the part of some people to manufacture party capital, are doing a good deal of harm to the volunteer movement. At Leicester where a batch of forty volunteers was ordered to strip, and only six obeyed the command, the medical officer is reported to have told a sergeant who said he objected "on principle" that he was "a disgrace to the clothes he wore." The Leeds Rifles Battalion seems to have been made to strip in the open air on a chilly morning, and kept standing, of course, a considerable length of time. Three sergeants of the 2nd London Rifles, one of whom served in South Africa, and whose records are said to be excellent, have been degraded for refusing to submit to this voluntary test of fitness. For the most part, it is true, the examination seems to have been made with ordinary consideration and tact, and to have been endured willingly, with a certain sort of good-humoured loyalty. But this does not mean that it has failed to cause rather widespread uneasiness. It gives colour to the notion that, officially, the volunteer force is viewed ungratefully, and rather considered as a stumbling-block than a welcome show of patriotism.

RAILWAY CONSTRUCTION IN CHINA.

(BY THE TIMES SHANGHAI CORRESPONDENT.) Construction work on the railway from Shanghai to Nanking is actively proceeding, and it is hoped that the opening of the first section may take place before the close of the year. Readers of *The Times* are familiar with the history of this concession, originally granted in May, 1898, and recognized to be an exclusively British undertaking as one of the "compensatory advantages" following upon the Chinese Government's breach of faith in the Lulin affair. It is unnecessary to recapitulate the causes which, since 1898, have postponed the beginning of work on this important concession; they originated to a certain extent in the reluctance of the London money market to invest capital in China after the Boxer outbreak, but they are more directly attributable to the political intrigues which have influenced the Chinese Government in general, and Sheng Ta-jen (Director-General of Railways) in particular, to oppose British enterprise and to support the Franco-Belgian group of capitalists, supported by Russian diplomacy. The *Liven fire* policy of the British Foreign Office and its failure to recognize the political and commercial importance of conquest by railway in the Far East and other vital facts have been a central factor in the situation. These are matters of history, the course of which has been and will be altered by the results of the great war; we are more concerned at present with the prospects of this British undertaking, under existing conditions, and with the attitude adopted by Chinese officials, recognizing a *fait accompli*, towards the development of internal railway communication.

The final contract for the Shanghai-Nanking line was signed, after protracted negotiations, by Sheng Ta-jen and the concessionaires of the British and Chinese Corporation in July, 1903. Between that date and the actual beginning of earthworks further *pourvois* were necessitated on points of detail, financial and administrative, in regard to which Sheng Ta-jen's attitude was persistently obstructive. Eventually, at the instance of the British Government, an intimation was conveyed to the Director-General from the Wai-wu-pu that further obstruction would entail unpleasant results; and since then matters have advanced more satisfactorily. Nevertheless, progress has been slow, and the record experiences of the corporation show that the mandarins of that corrupt bureaucracy which blocks all reform in China.

The line to Nanking, via the provincial capital (Soochow) is approximately 240 miles long, running through flat country intersected by many creeks and covered as far as Chinkiang with innumerable graves; hence to Nanking on the slope of the hills which lie parallel and close to the Yangtze. By the terms of the contract Sheng Ta-jen receives £250,000, in return for which he is bound to acquire all necessary land and to obtain the removal of graves within the limits required by the railway. At the beginning of March, 18 months after the arrival of the engineering staff, only 38 miles of the total length had been acquired, and this in isolated sections; but since then matters have advanced more rapidly. The construction of the first earthworks began in October, and now proceeds as the land is handed over; it is therefore evident that future progress will depend chiefly on Sheng's performance of his duties. He promised to give the company full possession of all the land as far as Soochow before April and thence to Wusich before June; but hitherto continuous progress has not succeeded in securing the fulfilment of this official's promises. In the meanwhile it is interesting to observe that, so soon as the survey of any section is completed and the line definitely located, a Chinese syndicate—of which Sheng Ta-jen's son is the reputed head—purchases the land, wherever possible, from the agricultural owners and holds it against the railway company, claiming a large advance on the market value. (The price paid for agricultural land, compulsorily acquired, varies between £20 and £40 per acre.) These operations primarily concern the Chinese Government; but as they delay construction work and thus increase the ultimate cost of the railway, they concern also the concessionaires, to whom Sheng frequently appeals for more funds to meet "unexpected contingencies." At the Shanghai terminus, in particular, the necessary land has been so effectively "cornered" and is held at such high prices, that the position of the station may yet have to be altered, and it may even have to be completed before the opening to Soochow takes place. The humorous side of the matter is thrown into relief when we remember that this is a Chinese Government railway and that Sheng and the Chinese Commissioners on the Board of Construction are ostensibly carrying out the work with economy and despatch.

Another source of difficulty lies in the removal of graves. This is a question which presents itself everywhere in China; but in the country between Shanghai and Wusich it is unusually prominent, because the line runs through what might well be described as a continuous grave yard. Tombs and family burying grounds, frequently of great size, are scattered haphazard throughout the highly cultivated fields; many have been removed during the past year, but even on the land already handed over an enormous number remain, and for these, gaps have to be left in the embankments. For each grave's removal compensation has to be paid at rates varying between 10s. and £1., and as this business is also transacted by Sheng's staff, it presents a continual cause of friction and delay. So-called benevolent societies have been formed at various centres, and collect subscriptions with the ostensibly pious object of removing the remains of the numerous departed Chinese who left no descendants to practise for them the rites of filial piety. The Tai-ping rebellion left many such cases in its train. These societies employ coolies to collect the bones, which are then reverently placed in a Devotee's kerchief, packing case or other equally insignificant receptacle and thereafter deposited on the nearest piece of waste land, the society's work being confined to claiming and getting the compensation—in per cent of bones collected. The smallest remains will suffice to form a demand all along the line. It is reported, though difficult to prove, that the Chinese members of the Board of Commissioners and other local mandarins have been prominently connected with the "benevolent" societies.

Under such conditions credit is due to the concessionaires and their engineering staff for the progress which has been and is being made. Much has been done by the *survei in modo* and more by the *fortier in re*; and until now, despite the facts above stated, the Board of Commissioners has worked smoothly, completing harmony existing between its three English and two Chinese members, for peace on profitable terms is the watchword of Chinese officialdom. The British engineering staff consists of the engineer-in-chief, three executive engineers, and ten assistants. Of the latter, six have been regularly engaged in surveying operations inland, and they have met with unvarying kindness and courtesy from the natives.

Another interesting example of Chinese official methods came to light when the construction of bridges was begun. The construction soon

discovered that a completely organized "corner" had been formed by the Chinese to control the supply of skilled labour and of bricks. So effective was this "corner" that considerable time elapsed before work could be done at anything like reasonable prices; and one of the consulting engineers (Mr. A. J. Barry) has therefore recently made arrangements for the establishment of independent brickyards, and the importation of labour from Tientsin. In the meanwhile the construction of all bridges as far as Wusich has been contracted for.

A similar "corner" was subsequently organized to command the supply of ballast; the native syndicate in this case has acquired control of all the existing quarries at Soochow, and even extended its operations to Ningpo. Popular report even credited the Chinese members of the Board of Commissioners with a benevolent interest in these "corners." At an early stage of the local negotiations, after the signature of the final agreement, the Chinese claimed that no contracts for construction work should be made except through a native official who claimed the title of "Director of Contracts." The organization of "corners" followed upon the collapse of this protracted proposal.

For the rest, the working plans and sections of the line have been completed as far as Wusich, and the survey to Nanking is advancing; embankment work is proceeding rapidly wherever possible, the first consignment of rails has arrived from England, the sleepers from Australia have been shipped, and orders for girder-work and rolling stock are being filled in England, and much is on its way to China. Unless new difficulties are created, the engineers hope that the first section to Nanking will be opened to traffic in October; the second, to Quinan (General Gordon's headquarters in 1893) at the end of the year; to Soochow in March, 1906, and to Wusich, the great silk district in June. As to the financial prospects of the railway, opinion is practically unanimous that the undertaking cannot fail to be highly remunerative; all the conditions for success are present in a far greater degree than in the case of the northern and Lhasa lines, and the completion of the undertaking may, therefore, be expected to lead to a considerable development of British enterprise in Chinese railway construction; and this is the more probable because the Chinese Government appears to have realized that our aim is to secure the commercial and not territorial advantages. The only serious obstacle to rapid development of railways and internal trade lies in the cupidity and corruption of the native official; but he is amenable to reason if it reaches him from Peking. The only obstacle to Great Britain's obtaining and retaining a large share of that railway development and trade lies in the apparently hopeless conservatism of our own Far Eastern policy—the policy of drift.

TOLSTOY AND TO-DAY.

Following is a typical extract from a very long Tolstoian contribution to *The Times*:—Something similar is experienced by every man who passes from one period of his age to another. In the consciousness of a child passing into a youth, and of a youth passing into a man, and of a man passing into an old man, there takes place gradual, imperceptible alterations; but in passing from one of these periods of life into another, a man sometimes long continues to live in the life-concept of the previous period. So having ceased to believe what he formerly believed, and having not yet established a new relation to the universe, at such transition times man lives without any guidance of course.—*Times Chronicle*.

What takes place in the life of a separate individual also takes place in the life of a whole society. And as separate individuals during such transition periods often live a particularly unreasonable and pitiful wild life, so also is the case with whole societies when the form of their life no longer corresponds to their consciousness.

Such is, I think, the period which Christian nations are now going through.

The religious consciousness on the foundation of which the existing forms of life developed has been outlived by humanity, but a new religious understanding of life is not yet conceived and the man of our time is living without any definite understanding of the meaning, the vocation of their life, and so without any inner guidance in their conduct.

One considerable portion of the men of our time professes a variously distorted, but always distorted, Christian faith, under which they understand a code composed sixteen hundred years ago by the ecclesiastical councils, and asserting the most senseless dogmas. This pseudo-Christian faith, in direct opposition to all contemporary knowledge and to common sense, without giving any principles for conduct except blind faith and obstinacy towards those individuals who call themselves the Church, occupies the place which has always been and should be occupied by religion, which gives an explanation of the meaning of life and, deduced from this meaning of life, a guidance for conduct.

Another, smaller portion of men, calling themselves enlightened and educated, is in a position yet more disadvantageous for the leading of a good and rational life. These men, having become free from the brand of the pseudo-Christian faith, are under the power of another error even worse than ecclesiastical Christianity, of the so-called scientific view, from which no rational guidance for conduct can be deduced. This view consists in surmising that most important vital feature of human nature which distinguishes man from the animal—i.e., the power of elucidating his position and his vocation in the universe—in giving up that which represents the essence of religious consciousness, and in substituting for this consciousness a collection of casual and utterly unconnected and unscientific observations and facts concerning the most varied objects. According to this life-concept of man, one can so call what is the absence of a life-concept; every religion in its essence is an error, and there is no necessity to seek for a rational explanation of the meaning of life and for a guidance for one's conduct flowing from it. "No science in general gives a perfectly sufficient guidance for conduct, and especially to the imaginary science of sociology, according to the laws of which humanity moves. But as this science will determine all the laws of life only in the future, therefore in actuality men of this view live either unconsciously under the influence of former religious rules, or else altogether without any guidance—unrestrainingly, adding themselves to their passions and vices, and even "scientifically" justifying them. Such is the pitiful delusion of the minority regarding themselves as the progressive representatives of society.

The third division of the men of our time is the largest. These are men of all kinds, all classes, all degrees of education, who having completely freed themselves from any restriction of the Church's faith and having assimilated from the scientific superstition only the idea that there should be no religion—not only live like animals, merely an animalistic, senseless life, but even regard such a life struggle for existence, the ("over-man") as the last word of human wisdom.

Out of this semblance of faith of one large portion of men, and out of the utterly

irresponsible, self-satisfied, low life-concept, or rather absence of any life-concept of the smaller portion, and out of the complete moral relaxation of the greatest portion, is composed the life of our world. And as neither in a semblance of faith nor in its negation with that substitution of a casual collection of information on various subjects which is called science, nor in moral relaxation, is there nor can there be either a motive or a restraining power giving direction to the activity of the men of our time and society, therefore life goes on without any guiding principle whatever, merely by the momentum of the past, more and more declining from the vaguely experienced religious consciousness proper to our time, and therefore life becomes more and more senseless and suffering.

THE WHITE MAN'S IRRITABLE TEMPER.

An incident which certainly seems to bear the imprint of the "White Peril" is reported in a recent issue of the *Advocate of India*. It is recorded that Mr. R. M. Russell, manager of Messrs. Burn & Co.'s Engine Works, Howrah, went to the foreshore at Kolla Ghat, intending to proceed by boat to the yard. A boat "manjar," named Sheik Ahmed Ali, went to him and offered his boat for hire, whereupon Mr. Russell ordered him away and poked at him with his umbrella, the end of which entered the man's eye, causing serious injuries thereto. Ahmed Ali was removed to hospital, where it was found that his eye was seriously injured, the lens being affected so badly that the eye had to be removed. Mr. Russell was arrested and released on bail. Mr. Russell said he had no intention of injuring the man's eye and was willing to compensate him for the injury. What "compensation" can one offer for such an injury as that? Nobody would suggest that one man would thus willfully blind another, but there is, unfortunately, a tendency in India and elsewhere to resort to brute force at the slightest provocation. Supposing the britches had accidentally blinded Mr. Russell. Would that man have got off so lightly? We are inclined to doubt it. In a passenger, whether European or Japanese, who attempted to strike a *rikisha* coolie on a *sando* would be in danger of severe punishment. People are compelled to restrain themselves in this country, and if the attitude of men of the *rikisha* coolie class in at times irritating one must keep his temper, and on the whole, we think, matters work as smoothly in this part of the world as in other parts of Asia, where a kick or a cuff is administered quite as a matter of course.—*Times Chronicle*.

ADEN HARBOUR.

A NOTABLE DECISION.

The *Times of India* says:—The recent reply of the Marquis of Bath, in the House of Lords, to a question concerning Aden Harbour, seems to have a more notable significance than at first sight appears. The Under-Secretary for India told an engineer that the deepening of the harbour at Aden had not been considered a matter of strategic importance. Some time ago we pointed out that it had been demonstrated that the outer anchorage of Aden lay open to torpedo boat attack, and we urged the desirability of deepening the inner harbour. The Government now say they do not consider it strategically important to dredge, and only one construction can be placed upon their announcement. It is that Aden is no longer regarded either as a harbour of refuge, or even as a naval coaling station of importance. From the point of view of the Admiralty, who must be regarded as the final arbiters upon such issues, Aden becomes of little moment. Whether this is due to the policy of greater concentration of naval strength in home waters or to the notions of the Blu-Water school, is not clear; but it is plain that the Admiralty do not mean to recommend the outlay of imperial funds upon Aden. Nowadays Great Britain seems to change its policy of naval defence once a week; and there may yet arise a greater than Sir John Fisher who may hold Aden to be of immense importance. For our part, we shall not cease to hold that Aden has a greater potential value than is now recognized, particularly in view of the insecurity of Turkish rule in Yemen.

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2083

SHIPPING.

ARRIVALS.

CAPRI, Italian str., 4/195, G. Belotti, 3rd Oct.
Trieste and Singapore 27th Sept., General
Carlowitz & Co.
DAIJIN MARU, Japanese str., 880, H. Ohta
4th Oct., Tamsui, Amoy and Swatow 3rd Oct., General—Osaka Shosen Kaisha.
EIGER, Norwegian str., 875, Finsen, 4th October.—Wuhu 28th September, Rice—
Order.
FRITZLÖW, Norwegian str., 891, H. A. Haraldsen,
4th Oct., Foochow, Amoy and Swatow 3rd Oct., General—Osaka Shosen Kaisha.
HELLA, German steamer, 4th October, from
Canton.
MINNING, British str., 1,536, W. S. Sawyer,
4th October—Java 24th September, Sugar—
Jardine, Matheson & Co.
ITAKA, German str., 1,416, H. Eckhorn, 4th Oct., Swatow 3rd October—Hamburg—
America Line.
KAMPOU, French str., 412, Le Baud, 3rd Oct.,
Singapore 26th Sept., General—
Butterfield & Swire.
KANSAI, British str., 1,148, Dowson, 4th Oct.,
Swatow 3rd Oct., General—Butterfield
& Swire.
KINTOUE, British steamer, 2,880, D. Robinson,
4th Oct., Singapore 26th Sept., General—
Butterfield & Swire.
KWANLIANG, Chinese str., 1,467, Milligan,
3rd October—Shanghai 30th September,
General—C. M. S. N. Co.
TJIMAH, Dutch str., 2,430, N. de Bouwers, 4th
Oct., Yokohama via ports 17th Sept.,
General—Java-China-Japan Line.

CLAVICANES.

AT THE HARBOUR MASTER'S OFFICE
4th October.
Ghazee, British str., for Shanghai.
Hermann Monell, German str., for Cheloo.
Kausa, British str., for Canton.
Katharine Park, British str., for Cheloo.
Kudock, British str., for Shanghai.
Kwangsang, British str., for Swatow.

DEPARTURES.

4th October.
AUSTRALIAN, British str., for Australia.
GUTHES, French cruiser, for Saigon.
CHARTERHOUSE, British str., for Amoy.
HONGKONG, French str., for Hohow.
KWANLIANG, Chinese str., for Shanghai.
M. RICKERS, German str., for Bangkok.
SEGOVIA, German str., for Shanghai.

SHIPPING REPORTS.

The British str. *Kauka* reports Strong N.E. winds and fine weather generally.

The Dutch str. *Tjimah* reports Between Amoy and Hongkong strong N.E. monsoon, high sea and overcast sky.

The British str. *Kudock* reports: First part light variable winds; fine clear weather, latter part moderate N.E. wind and sea.

The Chinese str. *Kuangtung* reports: Strong N.E. breeze and heavy clouds sea to Breaker Point, from thence to port moderate to light N.E. breeze and fine weather.

The British str. *Hinsing* reports: From Java and eastern passage light following winds and smooth sea to the 17 degree parallel of latitude; thence to port fresh monsoon and rough sea.

VESSELS IN DOCK.

4th October.
ABERDEEN DOCKS—
OWEN DOCKS—
CHINATOWN DOCKS—
COMMERCIAL DOCKS—

VESSELS ON THE BEETH.

DOUGLAS STEAMSHIP COMPANY
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Hongkong, 3rd October, 1905. [2268]

FOR SHANGHAI.

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SIEMSEN & CO.,
Agents.

Hongkong, 3rd October, 1905. [2267]

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COLOMBO, AND PORT SAID.

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Hongkong, 2nd October, 1905. [2259]

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THE Steamship

"BENCLEUCH."

Captain Reid, will be despatched as above on or about the 7th October.

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GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th September, 1905. [2232]

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THE Company's Steamship

"ZIBENGHLA."

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JARDINE, MATHESON & CO.,
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Hongkong, 3rd October, 1905. [2269]

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SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & EIG	BEETH	CAPTAIN	POB FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	NUBIA	Brit. str. ...	—	F. J. Fox	P. & O. S. N. Co. ...	On 7th inst., at Noon.
LONDON & ANTWERP	BENCLEUCH	Brit. str. ...	—	Roid	GIBB, LIVINGSTON & Co. ...	About 7th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PEEA	Brit. str. ...	1 m.	A. L. Valentini	P. & O. S. N. Co. ...	About 25th inst.
LONDON, AMSTERDAM & ANTWERP	ALCINOUS	Brit. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	On 7th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMEA	Brit. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str. ...	—	—	MESSAGERIES MARITIMES ...	On 21st Nov.
MARSEILLES, &c., VIA PORTS OF CALL	CALEDONIAN	Brit. str. ...	—	Gregorj	NIPPON YUSEN KAISHA ...	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	BAROTSE	Brit. str. ...	—	Lee	MELCHERS & Co. ...	On 7th inst., at 5 P.M.
BREMEN, VIA PORTS OF CALL	BAVARIA	Ger. str. ...	—	Forbes	HAMBURG-AMERIKA LINIE ...	On 11th inst., at Noon.
HAVRE, & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str. ...	k. w.	Bahlo	HAMBURG-AMERIKA LINIE ...	On 8th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SEVIA	Ger. str. ...	k. w.	Knispel	HAMBURG-AMERIKA LINIE ...	On 9th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str. ...	k. w.	Gorden	HAMBURG-AMERIKA LINIE ...	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str. ...	k. w.	Schönfeld	HAMBURG-AMERIKA LINIE ...	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	FEED. LAEISZ	Ger. str. ...	k. w.	Jahns	HAMBURG-AMERIKA LINIE ...	On 15th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Aus. str. ...	1 m.	v. Hoff	HAMBURG-AMERIKA LINIE ...	On 29th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	AGAMEMNON	Brit. str. ...	—	L. de Stabil	SANDER, WIELER & Co. ...	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	CHINGWO	Brit. str. ...	—	—	BUTTERFIELD & SWIRE ...	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SATUMA	Brit. str. ...	—	—	BUTTERFIELD & SWIRE ...	On 15th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBENGA	Brit. str. ...	—	Petersen	CARLOWITZ & Co. ...	On 7th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ALSTON	Brit. str. ...	2 m.	—	SHEWAN, TOME & CO. ...	On 20th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str. ...	1 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co. ...	On 18th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ATHENIAN	Brit. str. ...	—	S. Robinson, R.N.R.	CANADIAN PACIFIC R. Co. ...	On 1st Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	SHAWMUT	Am. str. ...	—	E. V. Roberts	DODWELL & CO., LIMITED ...	On 19th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	PRINCE OF WALES	Am. str. ...	1 m.	—	BUTTERFIELD & SWIRE ...	On 31st inst.
NEW YORK, VIA PORTS & SUEZ CANAL	DAKOTA	Am. str. ...	—	Metzenthin	NIPPON YUSEN KAISHA ...	About 2nd Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	THIRTYTHREE	Am. str. ...	1 m.	Woltemans	PORTLAND & ASIATIC S.S. Co. ...	On 7th Nov., at Daylight.
NEW YORK, VIA PORTS & SUEZ CANAL	PRINCE WILHELM	Am. str. ...	—	—	BUTTERFIELD & SWIRE ...	On 16th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	WILHELMSHAFEN	Am. str. ...	—	—	MELCHERS & Co. ...	On 17th inst., at Noon.
YOKOHAMA, KOBE	TAITUAN	Brit. str. ...	—	C. R. Longden, R.N.R.	BUTTERFIELD & SWIRE ...	On 9th inst.
YOKOHAMA, KOBE & YOKOHAMA	POONA	Brit. str. ...	—	Wooster	P. & O. S. N. Co. ...	About 15th inst.
YOKOHAMA, KOBE & YOKOHAMA	BANTU	Brit. str. ...	—	—	NIPPON YUSEN KAISHA ...	On 10th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	WOSANG	Brit. str. ...	1 m.	—	JARDINE, MATHESON & CO. ...	To-morrow at Noon.
YOKOHAMA, KOBE & YOKOHAMA	SHIAOSHING	Brit. str. ...	—	G. M. Montford	BUTTERFIELD & SWIRE ...	On 10th inst.
YOKOHAMA, KOBE & YOKOHAMA	CORONADEL	Brit. str. ...	1 m.	Eckhern	SIEMSEN & Co. ...	On 11th inst.
YOKOHAMA, KOBE & YOKOHAMA	LINAN	Brit. str. ...	—	F. W. Packham	BUTTERFIELD & SWIRE ...	On 5th inst.
YOKOHAMA, KOBE & YOKOHAMA	CHIANG	Brit. str. ...	—	—	JARDINE, MATHESON & CO. ...	On 11th inst., at 3 P.M.
YOKOHAMA, KOBE & YOKOHAMA	FRITHJOF	Brit. str. ...	1 m.	Hardison	OSAKA SHOSEN KAISHA ...	On 20th inst.
YOKOHAMA, KOBE & YOKOHAMA	DAIJIN MARU	Brit. str. ...	—	H. Ohta	OSAKA SHOSEN KAISHA ...	On 20th inst.
YOKOHAMA, KOBE & YOKOHAMA	PROMISE	Brit. str. ...	—	Thorntonsen	OSAKA SHOSEN KAISHA ...	On 8th inst., at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	HAUTAN	Brit. str. ...	2 h.	J. S. Roach	DOUGLAS LAFAYETTE & Co. ...	To-day at 8 A.M.
YOKOHAMA, KOBE & YOKOHAMA	KANSU	Brit. str. ...	—	F. W. Packham	BUTTERFIELD & SWIRE ...	On 10th inst.
YOKOHAMA, KOBE & YOKOHAMA	ZHEENGHLA	Brit. str. ...	—	—	JARDINE, MATHESON & CO. ...	On 8th inst., at Daylight.
YOKOHAMA, KOBE & YOKOHAMA						

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.
STEAMERS
GLASGOW and LIVERPOOL "CALCHAS" On 17th October.
GLASGOW and LIVERPOOL "DEUCALION" On 24th October.
GLASGOW and LIVERPOOL "MENELAUS" On 31st October.
GLASGOW and LIVERPOOL "PING-SUEY" On 29th October.
GLASGOW and LIVERPOOL "HECTOR" On 6th November.
GLASGOW and LIVERPOOL "GLAUCUS" On 14th November.

HOMEWARDS.
STEAMERS
LONDON, AMSTERDAM and
ANTWERP "ALCINOUS" On 7th October.
GENOA, MARSEILLES and
LIVERPOOL "AGAMEMNON" On 15th October.

LONDON, AMSTERDAM and
ANTWERP "DIOMED" On 28th October.
LONDON, AMSTERDAM and
ANTWERP "MACHAON" On 7th November.
GENOA, MARSEILLES and
LIVERPOOL "CHING-WO" On 15th November.
LONDON, AMSTERDAM and
ANTWERP "KINTUCK" On 21st November.

TAKING CARGO FOR LIVERPOOL AT LONDON RATES.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

STEAMERS
VICTORIA, SEATTLE, TACOMA, &
PACIFIC COAST PORTS VIA "PING-SUEY" On 31st October.
NAGASAKI, KOBE and YOKO-
HAMA.

WESTWARD.
STEAMERS
TACOMA, SEATTLE, VICTORIA "KEEMUN" On 24th October.
and PACIFIC COAST "MACAO" On 3rd November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [910]

Hongkong, 25th September, 1905.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS
NINGPO and SHANGHAI "SHAOHsing" On 6th October.
YOKOHAMA and KOBE "TAIYUAN" On 9th October.
SWATOW, CHEFOO and TIENTSIN "KANSU" On 6th October.
MANIL "TAMING" On 10th October.
SHANGHAI "LILAN" On 10th October.
CEBU and LIOLOO "SUNGKIAng" On 10th October.

MANILA, ZAMBOANGA PORT
DAIWEN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY and
MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.REFUGED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 5th October, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Saturday, October 19th
HYADES	3,753	Geo. Wright	Saturday, November 11th
TREMONT	9,606	T. W. Gorlick	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	3,753	F. G. Purinton	Friday, December 29th

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. "SHAWMUT" and "TEEMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
seadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

[7]

Hongkong, 20th September, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO. S.S.	LEAVING
"DAIJIN MARU" H. OHTA	SUNDAY, 8th Oct. at 10 A.M.
THE CHARTERED S.S.	LEAVING
"PROMISE" THORNTENSEN	THURSDAY, 5th Oct. at 8 A.M.
"FRITJOF" HARALDSEN	FRIDAY, 6th Oct. at 10 A.M.

* This Steamer has superior accommodation for First-class Passengers, and is fitted
throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.

Hongkong, 4th October, 1905.

T. ARIMA, Manager. [14]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1905

RAVEN	WEDNESDAY	11th October
ZIETEN	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUFTFOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

PRINZ EITEL FRIEDRICH	WEDNESDAY	3rd January
ONEISENAU	WEDNESDAY	17th January
HOON	WEDNESDAY	31st January
PREUSSEN	WEDNESDAY	14th February
ZIETEN	WEDNESDAY	28th February

1906

WEDNESDAY

11th October

25th October

8th November

22nd November

6th December

20th December

3rd January

17th January

31st January

14th February

28th February

11th January

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28th February

11th January

17th January

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCELS MAILED HOMEWARD.
Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 3rd of November are due in London about the 11th December, and those posted up to 5 p.m. on Friday, the 17th November are due in London on Christmas Morning.

With an additional fee of 60 cents parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th November would accompany the letter mail due in London on the 18th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 17th November, as the parcel mail of the 1st of December is not due in London till the 5th of January via Gibraltar and the 2nd January via Brindisi.

The rates of postage on ordinary parcels are as follows:

For a parcel not exceeding 3 lbs. in weight 60 cents.

7 lbs. 81.20

11 lbs. 81.80

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

The *Courrier de l'Est*, with the English mail of the 8th September, left Singapore on Saturday, the 30th ultimo at 8 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on 8th August, and the parcel mails closed in London for despatch by the all sea route on the 30th of August, and for despatch overland on the 6th October.

655. Mail for CANTON, SAMSHU and WUCHOW are closed on week-days at 7.30 a.m.

On Sunday the mail for Macao is closed at 8 a.m.

Mail for NAMAO, SANKE, KUMCHUK, SAMSHU, WUCHOW and

CANTON are closed every weekday at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR

PER

DATE.

Hainan	Thursday	5th, 9.00 A.M.
Taiwan	Thursday	5th, 10.00 A.M.
Kinmen	Thursday	5th, 11.00 A.M.
Hainan	Thursday	5th, 1.15 P.M.
Foshing	Thursday	5th, 2.00 P.M.
Philippines	Thursday	5th, 5.00 P.M.
Leewok	Friday	6th, 10.00 A.M.
Wusung	Friday	6th, 10.00 A.M.
Printed Matter and Samples	Friday	10.00 A.M.
Registration	Friday	10.00 A.M.
(Registration, with late fee of 10 cents, up to 10.30 A.M.)	Friday	10.00 A.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.
Printed Matter and Samples	Friday	11.15 P.M.
Registration	Friday	1.00 P.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Friday	1.00 P.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.
Printed Matter and Samples	Saturday	11.15 P.M.
Registration	Saturday	1.00 P.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Saturday	1.00 P.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.
Printed Matter and Samples	Saturday	11.15 P.M.
Registration	Saturday	1.00 P.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Saturday	1.00 P.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.
Printed Matter and Samples	Sunday	11.15 P.M.
Registration	Sunday	1.00 P.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Sunday	1.00 P.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.
Printed Matter and Samples	Monday	11.15 P.M.
Registration	Monday	1.00 P.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Monday	1.00 P.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.
Printed Matter and Samples	Tuesday	11.15 P.M.
Registration	Tuesday	1.00 P.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Tuesday	1.00 P.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.
Printed Matter and Samples	Wednesday	11.15 P.M.
Registration	Wednesday	1.00 P.M.
(Registration, with late fee of 10 cents, up to 10.45 A.M.)	Wednesday	1.00 P.M.
Registration	Kowloon B.O.	10.00 A.M.
No late fee.	Letters	11.00 A.M.

AMOY, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO...
(Supplementary mail on board up to the time fixed for departure of the mail.)
Extra Postage 10 cents.)

Macao...
Ningpo and Shanghai...
Manila...
Batavia, Samarang, Sourabaya and Macassar...
Manila...
EUROPE, &c., India via TETICORN...
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail.)
Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parched mail will be closed on Friday the 6th October, at 5 p.m.

Macao...
Shanghai...
Singapore...
Amoy, Straits and Fuzhou...
Yokohama and Kobe...
Singapore, Penang and Colombo...
Manila...
Shanghai...
Swatow, Chefoo and Tientsin...
EUROPE, &c., INDIA via TETICORN...
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parched mail will be closed on Friday the 6th October, at 5 p.m.

Macao...
Shanghai...
Singapore...
Amoy, Straits and Fuzhou...
Yokohama and Kobe...
Singapore, Penang and Colombo...
Manila...
Shanghai...
Swatow, Chefoo and Tientsin...
EUROPE, &c., INDIA via TETICORN...
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parched mail will be closed on Friday the 6th October, at 5 p.m.

TO-DAY.
Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 239 p.m.

COMMERCIAL.
CLOSING QUOTATIONS.
11th October.

ON LONDON.—
Telegraphic Transfer... 1.11.
Bank Bills, on demand... 1.11.
Bank Bills, at 30 days' sight... 1.11.
Bank Bills, at 4 months' sight... 1.11.
Credits, at 4 months' sight... 1.11.
Documentary Bills, 4 months' sight, 1.11.

ON PARIS.—
Bank Bills, on demand... 213.
Credits, at 4 months' sight... 213.

ON GERMANY.—
On demand... 193.

ON NEW YORK.—
Bank Bills, on demand... 47.
Credits, 60 days' sight... 473.

ON BOMBAY.—
Telegraphic Transfer... 144.
F.R.E., on demand... 144.

ON CALCUTTA.—
Telegraphic Transfer... 144.
Bank, on demand... 144.

ON SHANGHAI.—
Bank, at sight... 11.
Private, 30 days' sight... 72.
On demand... 943.

ON YOKOHAMA.—
On demand... 11.
On demand... 943.

ON MANILA.—
On demand... 11.
On demand... 9 p.m. p.m.

ON SINGAPORE.—
On demand... 9 p.m. p.m.

ON BATAVIA.—
On demand... 116.

ON HAIKONG.—
On demand... 1 p.m.

ON SAIGON.—
On demand... 1 p.m.

ON BANGKOK.—
On demand... 613.

BOFFEIGNS, Bank's Buying Rate... 10.25.

GOLD LRAH, 100 fine, per tael... 53.80.

BAR SILVER, 100 fine... 38.72.

OPIUM.

Oct. 3rd—Acilia, Benarby, China, Himalaya, Idomenes.

PASSENGERS.
ARRIVED.

Per *Tajimai*, from Yokohama, &c., Mr. Taylor, DEPARTED.

Per *Australian*, from Australian ports, Messrs. A. Antonio and E. S. Barreto, Miss Butchart, Mrs. G. M. Coelho, Miss A. Coelho, Masters, H. B. and H. G. Coelho, Messrs. G. Comper, A. Ferreira, N. N. de Linge, Mrs. B. Laurence, Mr. and Mrs. E. May, Mr. A. dos Santos, Light, L. A. Silva, Miss Tilbury, and Mr. W. Wood.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. str. *Coromandel* left Singapore on the 30th Sept., at 8 a.m., and is due here to-day at noon.

THE AMERICAN MAIL.
The P. M. str. *China* arrived at Manila at 9 a.m. on the 4th Oct., and is expected to sail Saturday morning, the 7th, when she will be expected to arrive at Hongkong early Monday morning, the 9th Oct.

THE GERMAN MAIL.
The I.G.M. str. *Princess Alice*, carrying the German mail, with dates from Berlin of the 12th Sept., left Colombo on Friday, p.m., and may be expected here on Tuesday, the 10th Oct.

The J.G.M. str. *Bayern* left Kobe via Nagasaki and Shanghai on Sunday p.m., and may be expected here on Tuesday, the 10th Oct.

The C.P.R. str. *Empress of India* left Vancouver on Monday, the 2nd Oct., p.m. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The H.A.L. str. *Senewaria*, from Hamburg, left Singapore for this port on the 29th Sept., and may be expected here to-morrow.

Milkmaid

BRAND



Milk
Guaranteed
Full Cream.

See this
TRADE MARI
on every
tin.

Largest Sale in the World.

JOINT STOCK SHARES.

Hongkong, 4th October.

COMPANY. PAID UP QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shantung \$125 \$100, buyers

London \$125 \$100, sellers

Shanghai \$125 \$100, buyers

China Light & P. Co. \$10 \$10, sellers

China Provident \$10 \$10, buyers

Cotton Mills \$10 \$10, buyers

Evo. \$10 \$10, buyers

Hongkong International \$10 \$10, sellers

Leeu Kong Chow \$10 \$10, buyers

Soychoe \$100 \$100, buyers

Dairy Farm \$10 \$10, buyers

Docks and Wharves \$100 \$100, buyers

Farnham, B. & Co. \$100 \$100, sellers

H. & K. Wharf & G. \$100 \$100, sellers

H. & W. Dock \$100 \$100, sellers

New Amoy Dock \$100 \$100, buyers

Shai & H. Wharf & G. \$100 \$100, buyers

Fenwick & Co. \$25 \$25, sales

G. Island Cement \$10 \$10, sellers

Hongkong & G. Gas. \$10 \$10, buyers

Hongkong Electric \$10 \$10, buyers

Do. New... \$10 \$10, buyers

H. L. Tranway \$100 \$100, buyers

Hongkong Hotel Co. \$50 \$50, buyers

Hongkong Ice Co. \$25 \$25, sellers

Hongkong Rope Co. \$50 \$50, sellers

Hongkong S. Waterboat \$10 \$10, sellers

Insurances—

Canton \$50 \$